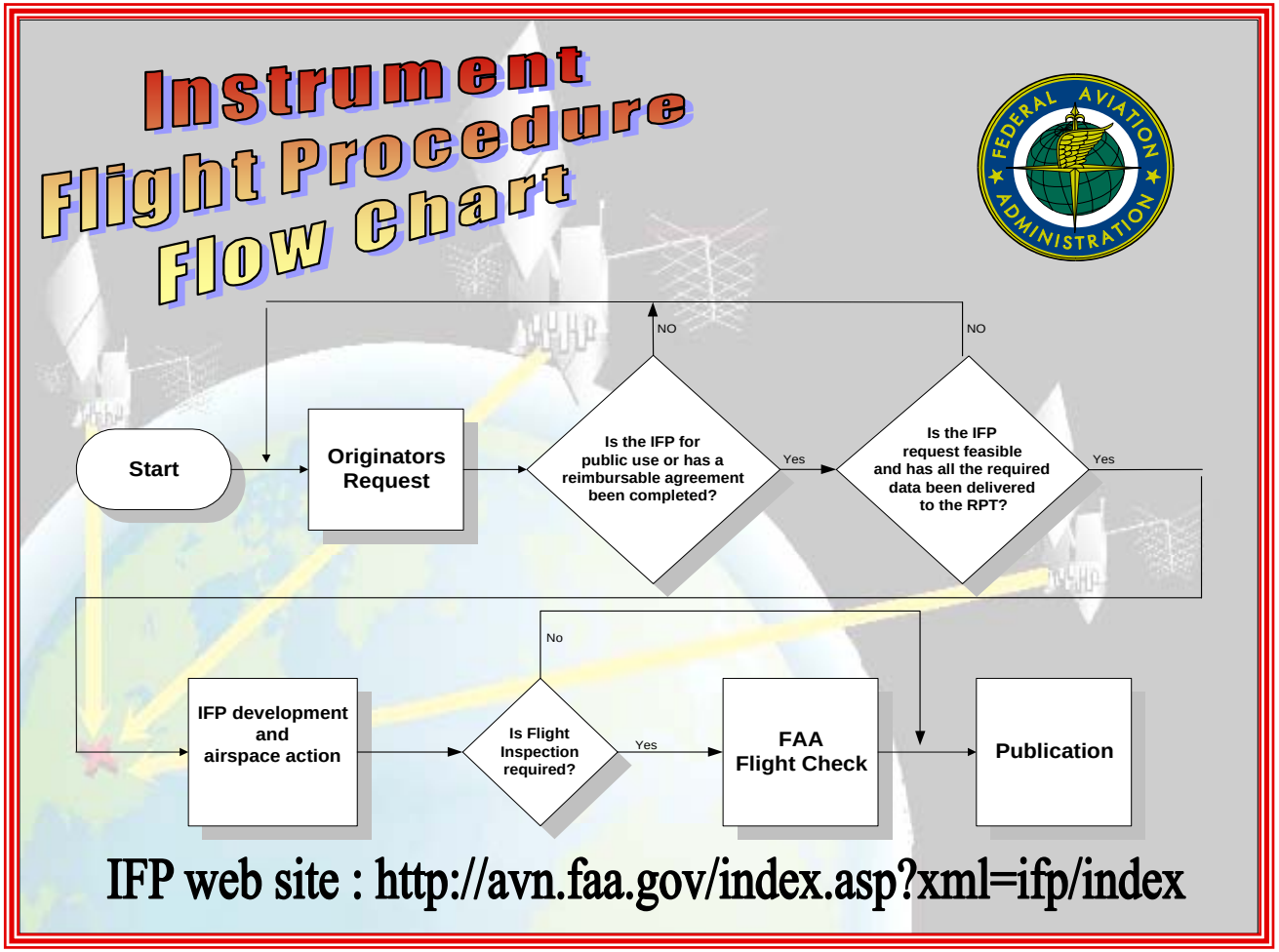
So, you want an Instrument Flight Procedure....

An Instrument Flight Procedure (IFP) gives aircraft the capability to continue operations during adverse weather. There are various types of IFPs, most of which have been developed using ground-based navigational aids. Ground-based IFPs have historically been expensive to develop due to the installation of required navigational aids. In the past only the busiest and largest airports could meet the cost/benefit analysis for these types of IFPs.

Instrument procedures in the first half of the 21st century will be based on satellite navigation, also known as the Global Navigation Satellite System (GNSS). The FAA has commissioned over 2000 stand-alone Global Positioning System (GPS) approaches. The GPS approach relies on satellite signals so there is no need to install expensive land-based navigational aids.

GPS has the potential of giving smaller airports the ability to continue operations during adverse weather conditions. The development of an IFP based on GPS may have costs associated with it depending on whether the IFP is for public or private use.

The development of an IFP requires the accumulation of airport data in accordance with airport standards. This may require an updated Airport Layout Plan (ALP) and survey. In many cases federal, state, and local government agencies may be able to help with the cost associated with the development of the ALP and the gathering of data for public-use airports.



Each IFP request is carefully evaluated by a Regional Procedures Team or RPT. The RPT is comprised of members from Air Traffic, Airports, Flight Standards, and Aviation System Standards (AVN). The RPT is committed to a timely review of each IFP for content and feasibility.

For more information on how you can get an instrument flight procedure please contact:

National Flight Procedures Office:

(405) 954-3027 or FAX (405) 954-4236

Note: This brochure is for general information only and does not constitute FAA policy or guidelines.

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